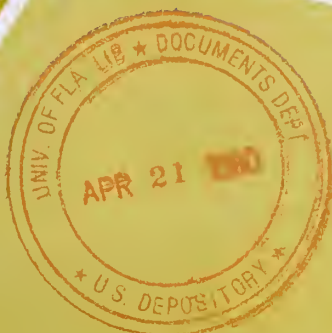


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# Combat Crew

strategic air command  
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APRIL 1980



OLYMPIC ARENA 80

# Combat Crew

Magazine of the Strategic Air Command - 30th Year of Publication

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## ON OUR COVER

A salute to Olympic Arena '80 and to all those who so actively participate — may the best win! Back Cover: A Security Police Team, representing all the fine SAC security competitors.

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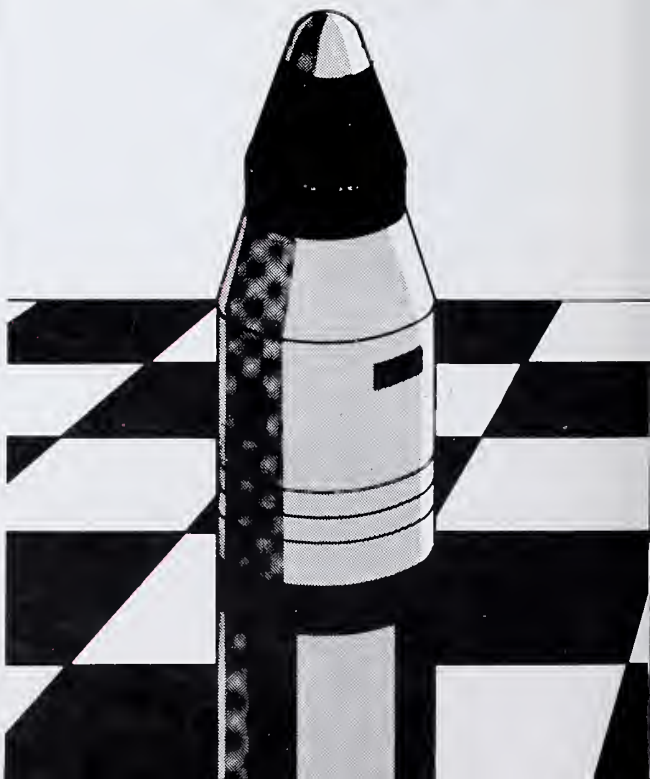
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## CINCSAC COMMENTS

**T**hirteen years ago this month, representative operations and maintenance crews from each of SAC's intercontinental ballistic missile wings first gathered at Vandenberg Air Force Base to determine who among the relatively young group of misileers was the best. In retrospect, *Curtain Raiser* not only proved to be the genesis for SAC's annual missile competition but also marked the beginning of a new era in the nuclear age.

Earlier in that April of 1967, the Command declared its last Minuteman missile squadron operational, culminating twenty years of research, development, testing and deployment of America's most powerful strategic weapon system — the ICBM. The United States was recognized at that



## OLYMPIC ARENA '80

### Competing in the New Decade

time as the most powerful nation in the world — regardless of the measuring stick used. Our arsenal of new strategic forces gave us undisputed nuclear superiority.

The missile crew force also was new and relatively inexperienced then, but its members were determined to master this marvel of advanced technology. They quickly grasped the intricacies of missile propulsion, guidance, and warhead components; the complexities of operating, maintaining and supporting a massive system on constant alert and covering thousands of square miles; and the need to do it all while adhering to stringent safety requirements.

Today, SAC's missile team has evolved into a highly trained corps of professional men and women. Their dedication, initiative and spirit are recognized throughout the Air Force and the nation as the foundation upon which America's deterrent strength is built. Although we have not introduced replacement systems over the years, the skills, knowledge and teamwork each competitor demonstrates during OLYMPIC ARENA still send an unmistakable message throughout the world: the

Strategic Air Command remains strong, ready and more than able to meet any challenge in the decade ahead.

Each year, the competitors have become more expert and exacting and the competition, in turn, has grown tougher. As in past years, evaluators will thoroughly test and carefully score the knowledge and operational skills of the competing launch and maintenance teams, as well as Security Police, Civil Engineering and Communications specialists.

**OLYMPIC ARENA 1980** will be one of the most demanding missile combat competitions held to date — but I know each competitor will be equal to the challenge.

To the teams and individuals representing their wings, I wish you good luck and a spirited competition. ★★★★★



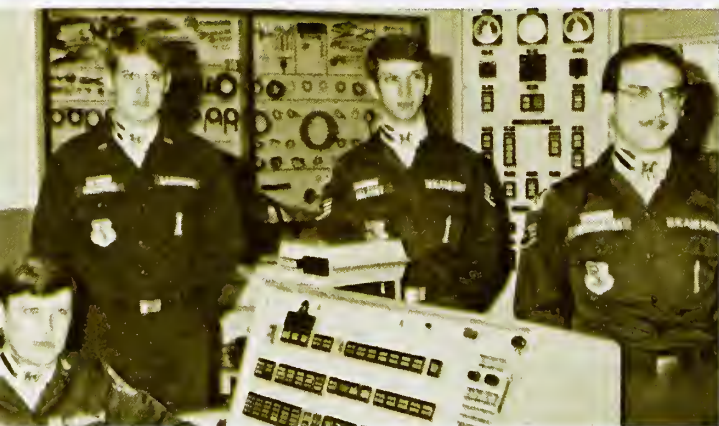
General R. H. Ellis  
Commander in Chief, SAC



# A Gathering of Sentinels



**390th Strategic Missile Wing Operations Crew S-001:** Capt. Ronald P. McCreary, MCCC; 1Lt Steven K. Sudderth, DMCCC; Sgt Kelly N. Wagner, BMAT; and SrA Loren G. Newkirk, MFT.



**381st Operations Crew S-203:** Capt Barret J. Mammen, MCCC; 1Lt Steven J. Crawford, DMCCC; SSgt Thomas W. Oglesby, BMAT; and SSgt Albert J. Abbondanza, MFT.

**351st:** Capt Arthur Olson and 1Lt Stephen Slate run SLFCS trouble-shoot procedures.



**Maj Gen Andrew Pringle, Jr.**  
Deputy Chief of Staff, Operations

**E**ach spring, the ICBM professionals of the Strategic Air Command gather at Vandenberg Air Force Base to compete for the Blanchard Trophy, signifying the best strategic missile wing. This competition, nicknamed Olympic Arena, has been held for the last 12 years and has become one of the strong traditions of the still young ICBM force.

The competition provides the chance for the best performers from each wing to sharpen their skills against each other. In doing so, events are set in motion that spur the search for better ways to do the job and that facilitate the dissemination of those better ways to the entire ICBM force.

Olympic Arena has also become the premier annual symposium for the broader ICBM community, including research and development managers, scientists and defense intellectuals. To this extent, it is a forum for innovative thinking on the future of the United States strategic deterrent.

**90th:** Checking equipment in the launch control facility: Capt Michael T. McNiff, MCCC, and 2Lt Hubert E. Hoover, DMCCC.





341st — Teamwork is essential in the intense training of Olympic Arena combat crews. Capt Thomas P. Coyne, combat crew commander in the Minuteman II system, and his deputy, 2Lt Todd A. Bodenhamer, work together during a recent training ride.

As we enter the decade of the eighties, Olympic Arena takes on deeper significance for the national defense. The competition is a visible demonstration of the state of readiness of the officers and airmen of our strategic missile wings.

As our nation enters another era of challenge and testing, its security will rest on the twin bulwarks of military resources and military readiness. The nation has provided us with the finest ICBM force in the world today and plans are underway to keep it strong and viable. Our job in the Strategic Air Command is readiness. Without skilled and dedicated men and women to operate, maintain, and protect our ICBMs, their deterrent value would be lost.

We are those skilled and ready people, and Olympic Arena is one way that we make that fact clear to friends and enemies alike. So let's convene at Vandenberg. Let's compete, let's show off our skills and let's enjoy doing so. But let no one doubt our purpose; we gather as sentinels of freedom: confident, competent and ready!

★★



308th Competitor Crew S-199 Capt Stephen L. Meigs, MCCC; 1Lt James A. Sands, DMCCC; SSgt John D. Ferguson, MSAT; SSgt Robert B. Gershom, Jr., MFT.



44th SMW Operations Crew — 1Lt David A. Kopanski and 1Lt Terrence W. Craft.



91st SMW, Operations Team, Crew S-216: Capt Richard A. Worthington, MCCC, and 1Lt Michael A. Johanns, LCO. Crew S-222 appears on cover and includes 1Lt Stephen G. Proctor, MCCC and 1Lt Sam C. Rupe, LCO.

321st SMW Crew S-091 from Grand Forks AFB, 1Lt Michael D. Selva and 1Lt Raymond D. Michael, Jr.



# *Crews In Competition*



**390th Strategic Missile Wing** Roadrunners have trained long and hard to repeat last year's winning performance at Olympic Arena 1980. Selection of the 390th team was based on very intense competition from every division, and the competitors are professionals from SAC, TAC and AFCC with one common goal — keep the Blanchard Trophy at Davis-Monthan.

"Experienced" is the best way to describe the two operations crews. Crew S-001 is commanded by Captain Ronald "Pat" McCreary; the DMCCC is 1Lt Steven Sudderth; SrA Loren Newkirk, the BMFT, returns from last year's team; and, the final member of the team is Sgt Kelly Wagner, MSAT. 1Lt. Michael Berrian, another veteran from '79, is the commander of Crew S-100. His deputy, 1Lt Neil Kahn, was a member of last year's



**390th SMW Operations Crew S-100:** MCCC 1Lt Michael L. Berrian, DMCCC 1Lt Neil D. Kahn, BMAT SSgt Daniel E. Kitchens, and BMAT SSgt David L. Sansone.



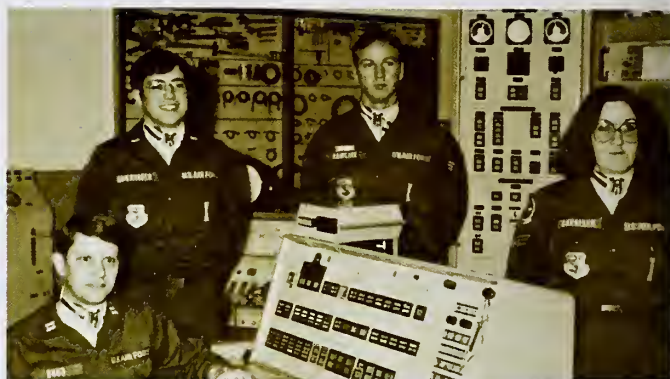
**390th SMW Facilities team:** SrA Ben L. Barker, team chief, and SrA Richard A. Colbert, team member.

**390th SMW Propulsion team:** SSgt Elbridge A. Malone, Jr., team chief, and SrA Shannon L. Richardson, team member.





Munitions team from the 390th: A1C Keith M. Stupasky, Sgt Michael T. Smidutz, team chief, and A1C Darnell A. Jefferson.



381st SMS Operations Crew S-023: MCCC Capt Dale E. Dodd, DMCCC 1Lt Gordon J. Grieshaber, MFT Sgt Daniel M. Hainline, and BMAT Sgt Teresa M. Garrison.

operations training crew; SSgt Daniel Kitchens, the MSAT, is a three year veteran of Olympic Arena; and the BMFT, SSgt David Sansone, is the only "rookie" on the crew.

The 390th Maintenance Teams will have only two veterans returning. SSgt David L. Benson and Sgt Ronald E. Fisher are both veterans from the "Best Titan Munitions Team." They will be teamed with A1C Ernest L. Berg. SrA Ben Barker and A1C Richard Colberg will make up the 390th Facilities Team. Representing ELAB for the Roadrunners are Sgt James Smith and SrA Robert Cooke and the Propulsion Team consists of SSgt Elbridge A. Malone and SrA Shannon L. Richardson.

TAC's 355th CSG will supply the Security Police and Civilian Engineering Teams. SSgt Wayne Thompson, a veteran from last year's team, will be the Security Controller. SSgt Darrel Bevell is the ART Leader with A1C Keith Hattkett, the ART member and the Topside Sentry will be A1C Thomas Gindling. The 355th CSG Civil Engineering Team is comprised of SSgt Pedro "Pete" Gomez and SSgt Michael Homiszczak.

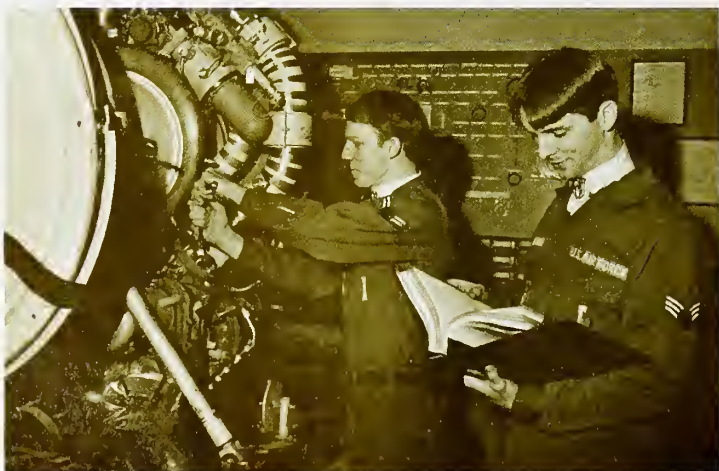
Checking out the Radio Type Maintenance Net will be the Communications Team from the 390th Communications Squadron. The team will be made up of SSgt Kenneth Eck and Sgt Cindy Arbour.

**381st Strategic Missile Wing** competitors, McConnell, underwent a long and demanding training schedule for one goal — winning the Blanchard Trophy. The 381st is the only Titan wing in the history of Olympic Arena to win the Blanchard twice, and McConnell's teams are confident this will again be the year of the Titan.

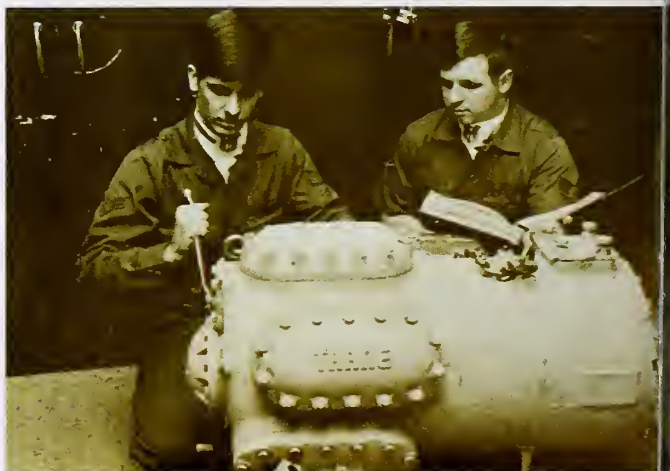
Combat crews from McConnell conducted extensive practice sessions for Olympic Arena. To qualify for competition, each crew member had to finish in first or second place in his area during contests conducted in the missile procedures trainer.

McConnell's operations team consist of two combat competitive crews and one training crew.

381st Missile Maintenance team: A1C Carl J. Bracher, and SrA Charles A. Mitchell, team chief.



381st SMW Facilities team: SrA Guy C. Gagnon and SSgt Galen R. Hillegass, team chief.





Interior Electric team, 381st: WG-10 Harold R. Brill, team chief, and SrA Kevin R. Cummings.



SAC, both won in 1978. McConnell's team also won both trophies in 1975. Members of this year's Security Police Team are SrA Brian A. Chapman, Communications/Plotter; SrA Steven A. Avant, Alarm Response Team (ART) Leader; A1C Wayne L. Cash, ART member; and A1C Ornon G. Shaw, Topside Guard. Alternate for ART/Topside Guard is A1C William Wade.

The security team will perform a daytime security exercise on a launch complex that will test reactions to realistic situations which may be encountered. A total of 200 points is the goal.

According to 1st Lt Thelbert D. Morgan, Security Police Project Officer, "The team trained extensively in normal individual duties until the end of February, when they became an integral unit to develop teamwork and hone their knowledge and performance to a competitive edge."

McConnell's 2155th Communications Squadron's team members are A1C Jose C. Mata (team chief) and A1C David E. Clark, both from the Radio Type Maintenance Network shop. Prior to the competition, they trained to sharpen their skills in bench checking, trouble shooting, and repair and alignment of the RTMN system and associated equipment used for intra complex communication.

This will be the fifth year that the 381st Civil Engineering has fielded contestants, and the third year the Interior Electric Shop will compete. The two interior electric technicians are: WG-10 Harold R. Brill (team chief) and SrA Kevin R. Cummings. The

competition will be based on testing and adjusting the 52N circuit breaker and operation of multiamp unit CB-225 circuit breaker test set. A possible 200 points can be amassed through completion, accuracy and timeliness in performing the tasks.

Nine highly qualified maintenance technicians have been chosen to compete and are divided into four teams — electronics, facilities, munitions and missile teams.

Members of the Titan II Munitions Team are Sgt Michael T. Smidutz (team chief), A1C Darnell A. Jefferson and A1C Keith M. Stupasky. They will perform a limited life component exchange on the Titan re-entry vehicle. This portion of the maintenance competition will be held at Vandenberg. All other maintenance competition will be held at McConnell.

SrA Charles A. Mitchell and SrA Carl J. Bracher comprise the Missile Maintenance Team. Their portion of the competition will be a leak check and unlock, service functional check of engine components at McConnell. The Facilities Team for this year's competition is SSgt Galen R. Hillgass and SrA Guy A. Gagnon. Their tasks, also will be at McConnell, and they will perform water chiller checkout and adjustments. The Electronics Team, composed of SrA Bruce A. Lamb and A1C Calvin T. Young, will bench test, troubleshoot and repair the missile guidance alignment checkout group chasis.

All maintenance teams performing at McConnell will be flown to Vandenberg for score posting and ceremonies.

Competitive crew S-203 includes Capt Barret J. Mammen, MCCC, 1st Lt Steven J. Crawford, DMCCC, SSgt Thomas W. Oglesby, BMAT, and SSgt Albert J. Abbondanza, MFT. Crew S-023 includes Capt Dale E. Dodd, MCCC, 1st Lt Gordon J. Grieshaber, DMCCC, Sgt Teresa M. Garrison, BMAT, and Sgt Daniel M. Hainline MFT.

Many practice sessions were scheduled to test individual compliance with tech orders and the speed and accuracy in solving problems. All procedures used were rehearsed carefully to eliminate even the smallest problem, and every procedure was carefully checked to eliminate errors. Following each training session, an in-depth critique was held to pinpoint all problem areas and refine techniques.

During Olympic Arena, each missile crew will compete in two 300 point trainer exercises. The total wing effort in operations is for the 1200 maximum points.

This year the McConnell Security Police team will be working to regain the title of Best Titan Security Police Team and best in



The Communications team of SSgt Thomas Loggins and A1C Richard Simmons from the 351st.



1Lt John Moore and 2Lt Mark Erminger, 351st, train on the IPD halt command checklist.

The Olympic Games present gold medals to their first place winners and the 351st Strategic Missile Wing's motto this year, "Whiteman Gold" shows that the teams from Whiteman plan to do only one thing at Vandenberg... win.

Leading the teams from Missouri again will be Whiteman's extraordinary mascot *Technical Sergeant Eucalyptus T. Stump*. Sergeant Stump serves as the focal point for the enthusiasm and excitement that surrounds the 351st SMW's teams each year.

According to Lt Col Gary L. Neighbors, Wing Project Officer, "Whiteman's team this year is highly spirited and determined to win. *Stump* has been working and preparing hard for his Wood And Pulp Specialty (WAPS) test 24-30 Apr 80. This is *STUMP's* fifth year at the competition; so he is rich in OA experience as is the team, who believes they will bring home the Blanchard for an unprecedented fourth time and *Stump* will be promoted to MSgt.

Representing the 351st SMW

crew force will be the two crews of Captain Arthur S. Olson and 1Lt Stephen Slate, 1Lt John Moore and 2Lt Mark Erminger. The competition will not be a new experience for Moore and Slate, both having represented Whiteman at previous competitions.

"I'm very enthusiastic about our operations teams," comments Major Patrick Calligan, project officer. "We have a real good mix of experience and enthusiasm on both our primary crews."

Coming from the maintenance side of the house will be nine of Whiteman's finest. Competing will be Sergeant Fredrick Smith and SrA Dennis Herring as the Electro-Mechanical team. Making up the Facilities Maintenance team will be Sergeant Jerry Palmer and A1C Victor Fuller. Working as the Munitions Maintenance team will be SrA John Wendtland, SSgt Lawrence Province and A1C Donald Hepworth. Both Wendtland and Province are return competitors this year. Last but not least is the Mechanical Shop team comprised



351st SMW Electro-mechanical team: SrA Dennis Herring, and Sgt Frederick Smith.

The 351st SMW's Civil Engineering team of SrA Tony Williams and A1C Edward Ryon repair equipment.



of SSgt William Frey and SrA Mark Davis.

"This year maintenance competitors are ready to lead the way. The teams were selected following a three week 'hands on' competition and have the combination of experience and youthful enthusiasm that will prove that they are the best in SAC," says Captain Alex Currie, maintenance project officer.

"This year's security police team promises to be the best security team ever from Whiteman," according to 2nd Lt Johnie Wood. Lt Wood says that SSgt Brian Clever, flight security controller, and SrA Nicholas DeAnda, alarm response team chief, have invaluable experience from previous competitions while SrA John Facciola, alarm response team member, and A1C Phillip Swaim, security escort, have added new enthusiasm to the team. These competitors survived a stiff selection process and will definitely be the cops to beat.

Representing the 351st CES this year will be SrA Tony Williams and A1C Edward Ryon. According to Captain Richard Johnson, CE project officer, this year's team shows enthusiasm, job knowledge and a professional attitude found in Olympic Arena competitors.

Joining the other four teams will be the team from 2154th Communications Squadron. Making up the team are SSgt Thomas Loggins, a return competitor, and A1C Richard Simmons.

**The James Gang** is ready to bring home the trophy. The competitors from Malmstrom AFB, **341st Strategic Missile Wing** chose that nickname in honor of Col James L. Crouch, wing commander.

"Through hard work, dedication and the entire wing's support, the 341st plans to bring the Blanchard Trophy back to Malmstrom where it belongs," said Col Crouch. "We have a team with the inspiration

and will to win."

"The team members this year have a fantastic approach to the competition," said Lt Col Eduard Bender, project officer. "There's a tremendous enthusiasm and wealth of knowledge represented by our people at Vandenberg."

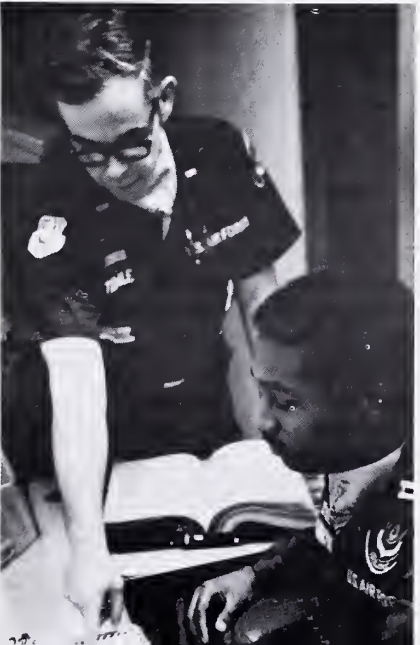
Operations will compete with two missile combat crews. The Minuteman II crew will include Capt Thomas P. Coyne, commander, and 2Lt Todd A. Bodenhamer, deputy, with Capt Houston H. Polson and 2Lt Donald R. Cloer as alternates.

The Minuteman III team will consist of Capt Ronald K. Washington, commander, Capt Paul G. Tisdale, DMCCC. Also Capt Fredrick D. Gervaic and 1Lt Joseph B. Kercheval, Jr. as alternates. Malmstrom is the only base in the Air Force with both systems.

"These guys represent the best in the wing," said Lt Col Frank Zachary, assistant project officer. "And they're going to prove they're the best in SAC."

On the maintenance side, the 341st will again try to claim the "Best Maintenance in SAC" award. No other wing in the command has won the award as many

**Capt Ronald K. Washington, MCCC, in the Minuteman III system and his deputy, Capt Paul G. Tisdale, discuss a point from their tech orders manual during a training session at Malmstrom.**



**Sgt Robert L. Price and A1C Timothy W. Maloney, 341st SMW Civil Engineering team, survey some equipment parts used in the launch control facilities.**

times as the 341st (1970, 1976, 1977 and 1979).

"It's the combination of motivated, talented people along with a harmonious working environment that creates proper conditions to win" explained Col Chandois M. Johnson, deputy commander for maintenance. "I believe we can win it for the fifth time this year."

The facility maintenance team includes Sgt Wes Kyzer and A1C Randy Tegge. The alternate is A1C Bill Melton.

Members of the munitions team are Sgt Chuck Foreman, Sgt Chuck Crowe and A1C Doug Spielmann. Alternate is Sgt Larry Butterfield.

The electro-mechanical team is comprised of SSgt Jim Lees and Sgt Steve Lohse, with SSgt Tom Prichard as alternate.

The mechanical team members are Sgt Mark Matthews and A1C Bill Farlow, with Sgt George Thomas as alternate.

Malmstrom's 341st Security Police Group competitors are also

ready to show the command that they are the best of the best. Selection of the team involved a "mini-competition" that consisted of a variety of practical security exercises and written evaluations.

"We have exposed each team member to a competitive atmosphere similar to what they'll encounter at Vandenberg," said TSgt Mark Hinton, project NCO for the security police. "These guys are ready to excell."

Team members are: SSgt Chris A Crauthers, flight security controller; SrA Steve Schoenfelder, armed response team (ART) leader; A1C Dale R. Stacey, ART member; and SrA Scott W. Midkiff, security escort.

Malmstrom's Civil Engineering competitors are Sgt Robert L. Price and A1C Timothy W. Maloney. "We feel this team is our most highly qualified and experienced," said MSgt George Lee, evaluator for CE. "They are the backbone of our elevator repair shop."

Competitors in communications are SrA Darell D. Johnson and A1C Richard A. Belcastro. "These guys are sharp. They're tough. They're mean. They're ready," said Capt Cecil L. Hicks, project officer for Communications. "They are ready to win it all."

"And so is the rest of the wing," according to Col Crouch, "We're fielding a team of young, highly motivated professionals. They've got the whole wing backing them and they are ready to meet the challenge."

**The 321 Strategic Missile Wing** at Grand Forks is anticipating thirteen to be their lucky number as they enter the 13th Olympic Arena. With six veterans returning on this year's team, experience will play an even bigger part than luck. Lt. Ronald Haeckel will command crew S-201 with 1Lt Bill Wellman as his deputy. 1Lt Mike Selva and 1Lt Ray Michael make up crew S-091.

Lieutenants Haeckel and



SSgt Wes Kyzer and A1C Randy Teege, 341 SMW, adjust a manometer while performing a launch facility airflow balance.



341 SMW, SrA Steve Lohse and SSgt Jim Lees troubleshoot the launch facility power supply set during an electro-mechanical team exercise. Their tasks also include checkout and repair of the launch facility motor generator.



TSgt Kenneth R. Hall, SrA Larry J. Coleman, SrA Stephen T. Raymond: 321st SMW Re-entry System team.

Grand Forks Crew S-201: 1Lt Ronald J. Haeckel and 1Lt William C. Wellman.



Michael both competed last year and won the "Best Operations" trophy. Lieutenant Michael was a member of the crew which won the "Best minuteman Crew" trophy. Lieutenant Selva was a member of the back up crew last year.

The Interior Electrical Team is providing two newcomers: A1C Keith Reber, team chief, and A1C Frank T. Vukelich is the team member. SSgt Thomas R. Kerr



SrA Michael S. Debner and SSgt Thomas R. Kerr, Cable Maintenance team for the 321st SMW.

in 1978. His team member is A1C David N. Nelson. Representing the Facilities Maintenance Team will be SSgt Roderick Barber as the team chief and A1C Jeffrey W. Schieidt. TSgt Clide Silverthorn is the team chief for the Mechanical Shop Team with A1C Daniel R. Gossen as his team member.

The United States, using determination and youthful enthusiasm, won the hockey gold medal to make sports history at the Winter Olympic Games. **The 308th Strategic Missile Wing**, putting together teams trained in operations, maintenance, missile handling, munitions, security, communications, electronics and facilities, intends to use the same

321st SMW Mechanical Shop team: TSgt Clide Silverthorn, team chief, and A1C Daniel Gossen.



308th SMW Competitor Crew S-099: MCCC 1Lt Douglas D. Williams, DMCCC 1Lt David D. Rathgeber, MFT TSgt Leo S. Schrubbs, and MSAT Sgt Rodney L. Holder.

competed on the Cable Splicing team last year and he returns this year as Team Chief. SrA Michael S. Debner, team member, was an alternate last year. The Flight Security Controller on the Security Police Team is SSgt Charles L. Feutral. The Alarm Response Team: A1C Craig R. Champagne, leader, and A1C Randall L. Moake, member. A1C Michael C. Baschky will compete

as the Security Escort. TSgt Kenneth R. Hall anchors the Re-entry System Team. TSgt Hall has participated in three previous competitions. Last year his team tied for first place. TSgt Hall's team members are SrA Larry J. Coleman and SrA Stephen T. Raymond. The Electro-Mechanical team has one veteran, SSgt James S. Aldrich II. SSgt Aldrich competed

ingredients in the missile competition to bring back the Blanchard Trophy for Little Rock AFB. Two dozen **"Razorback"** competitors were single-minded of purpose as their trainers polish each team's demonstrated proficiency. The tricks, the nuances, the pitfalls, were part of their learning experience, and only added to the enthusiasm of each team. Just as the American hockey team infused the "rookie" into its



**308th Munitions team: A1C Kevin L. Hagans, SSgt Irvin E. Hall and SrA Bernard L. Belhumeur.**



**308th Communications team: A1C Gloria S. Stroz and SrA Jackie D. Shipley calibrating test equipment.**

**308th Electrical team: Roger G. Forinash and TSgt Harry H. Lee.**



ranks, the same tactic is being employed by the two "99" crews from Little Rock. Crew S-099 is commanded by a "rookie" commander, 1Lt Doug Williams; but, he's a veteran of Olympic Arena, having competed as a deputy commander in the 1979 competition. The Missile Facilities Technician, TSgt Leo Schrubb, is S-099's veteran, having been a competitor for both the 390th and the 308th SMW. The two true "rookies" on "099", 1Lt Dave Rathgeber, the deputy commander, and Sgt Rod Holder, the MSAT, return to Vandenberg where they were named Distinguished Graduates during their initial qualification training. The rookie-veteran combination gives indication of smooth skating for this team.

Crew S-199, also has two "rookies" on the team. The commander, Captain Steve Meigs and deputy 1Lt Jim Sands, will be competing for the very first time. MSAT SSgt John Ferguson and MFT SSgt Robert Gershon have competed together before.

The security at Olympic Arena will be enhanced by the 308th Security Police team, led by SSgt Jimmy E. Roberts who will be directing the deployment and actions of SSgt Harold R. Richards, SSgt Terence P. Lydon, and SrA Donald G. Mowles Jr.

SrA Jackie D. Shipley and A1C

Gloria Stroz of the 2151st Communications Squadron know their knowledge of malfunction analysis in the Radio Type Maintenance Network (RTMN) competition will send them to the winners' platform. Proud that the 308th is a complete team, a civilian expert, Mr. Roger Forinash, will join TSgt Harry Lee in performing Titan II facility electric analysis.

The Maintenance team at the competition at McConnell, will be using determination and enthusiasm to ensure proficiency and the ability to think quickly and correctly. The "chiller" team of SrA Michael Moulton and SrA David Hunter are the water chiller troubleshooters and calibrators. Their coaches call them the "cool" team that will provide the "ice" for the 308th. SrA Douglas Rogers and A1C Martin McCorkle figure they're in the "chips" as the two Buck Rogers of the Electronics Lab, having gained their expertise on the Titan II electronic equipment.

A1C Clinton Anzalone and A1C Gilbert Villaneuva are putting the "power" in the 308th teams, having amassed a wealth of expertise about the Titan II engines. SSgt Irving Hall, the 308th re-entry vehicle team chief, aided by SrA Bernard Benhumeur and A1C Kevin Hagans, form the payload team. Their smoothness and accuracy in putting the RV on the missile is the best.

Lt Colonel Barry Teitler, the 308th's coach, says the 308th will pull off the victory of the '80s against all other SAC missile wings. He, too, sees "determination and youthful enthusiasm" in the teams and says, "when the Blanchard Trophy comes to rest for the first time in Arkansas, Wing Commander Colonel Gary E. Marsh and the 1,350 men and women in the wing, promise a welcome home to their Olympians that will equal the White House welcome for America's Olympiads."

**The 91st Strategic Missile Wing** is determined to turn a 1978 memory into a 1980 reality. The 21 members of the Minot AFB team are ready to bring the Trophy home, again. Over 500 friends, base personnel, and members from the Minot community turned out at the February Kick-off Party to show support and to honor the team. Spirits and hopes were high among those in attendance as they listened to Col. Charles L. Lipscomb, commander, 91st SMW introduce the 1980 team.

Representing the Operations team for the second year in a row is 1Lt Stephen G. Proctor, MCCC for Crew S-222. He will be assisted by teammate 1Lt Sam C. Rupe, LCO. Crew S-216, comprised of Capt Richard A. Worthington, MCCC, and 1Lt Michael A. Johanns, LCO, is the other Ops team.

Playing a vital role in the crews' bid for the Blanchard Trophy is the support provided by members of the 2150th Communications Squadron, 91st and 92nd Missile Security Squadrons, 91st Civil Engineers Squadron, 5th Munitions Maintenance Squadron, 91st SMW Headquarters Squadron, 91st Organizational Missile Maintenance Squadron and the 91st Field Missile Maintenance Squadron. It is these teams working together that can bring the trophy back to Minot.

The Communications team is composed of team chief A1C Rickie L. Cassell and A1C Keith E. Mullis, both new to the Air Force and OA. SSgt Victoria L. Plourde is team chief of the Mechanical Team and will be working with SrA Roger G. Buggert. The Electro-Mechanical Team is headed by SrA Michael D. Lindeau and his teammate is A1C Donald D. Larson. The Facilities Maintenance Team, SrA Rodney L. Dodd, team chief, and A1C Alberto E. Llorca, team member, complete the maintenance branch.

The Civil Engineering Team is led by SSgt Calvin L. Edwards and

his partner is A1C John M. Salas. Three men make up the Munitions Team. Team chief Sgt John C. Matthews is crewed with A1C John D. Clark, Jr., and A1C Clark R. Carvalho.

The Security Police Team finishes up the 91st SMW roster. They have taken honors at the last three competitions and intend to extend their winning streak into the 1980's. In the 1979 competition they were named Best Minuteman Security Police for the 3rd consecutive year. They also won the Best Security Police Team award for the second time in the last three years. Two team members, TSgt Donald O. Cliett, FSC, and Sgt Paul A. Halvorsen, ARTL, were participants on last year's team. A1C Thomas K. Brown, ARTM, and SrA Dana E. Baker, SET/CAT, round out the 1980 Security Police Team.



**91st SMW Facilities Maintenance team:** SrA Rodney L. Dodd, team chief and A1C Alberto E. Llorca, team member.



**91st SMW Civil Engineering team:** SSgt Calvin L. Edwards, team chief, and A1C John M. Salas, team member.

**91st SMW Mechanical team:** SSgt Victoria L. Plourde, team chief and SrA Roger G. Buggert, team member.



# *The Ballad of Phineas J. McSwine*

by Capt Dennis J. Koziel  
4315th CCTS

**E**veryone knew he would make the team  
For Captain McSwine was a missileman's dream  
With twenty HQ's in three years on the line,  
He sure knew the system, this Captain McSwine.

For a deputy, the wing offered Lieutenant Phelp,  
But Captain McSwine said he needed no help.  
Now, in Olympic Arena, a one-man team  
Just doesn't happen, or so it would seem.

McSwine waved his training, to prepare for the event  
Said, "The time I'm out fishing is much better spent."  
The commander gave in, since McSwine was first rate,  
And the wing all chipped in and bought him the bait.

On the day that the team was preparing to leave,  
McSwine was decked out from his toes to his sleeve.  
Up to the airplane he rapidly marched,  
His boots were all shiny, his crew blues were starched.

All twelve of his cheerleaders started to cry  
As he walked up to each, and kissed each goodbye.  
Now the rest of the base was standing in line  
In hopes of a glance, or a nod, from McSwine.

At the top of the stairs, He saluted the crowd,  
And the cheers he received were astoundingly loud.  
He tossed out his scarf as he boarded the plane.  
By this time the crowd was completely insane.

The doors finally closed on the face of McSwine  
As the airplane's engines were starting to whine.  
Regarding our Captain, so clean and so neat,  
The wing commander rose and offered his seat.

When they landed at Vandenberg, their hearts started pounding  
For the cheers of the crowd were already resounding.  
And up on the tower hung a big neon sign,  
With big, bright red letters reading WELCOME MCSWINE.

The day was approaching, and the world would soon know  
If McSwine could succeed as a one-man show.  
He knew he could do it, he told them he could,  
Why should they doubt him, they knew he was good.



YEA PHINEAS YAHOOOO



On the day he arrived he had talked to the press,  
And one fellow asked why he thought he was best.  
"The answer is simple," McSwine had replied,  
"I'm faster and smarter, and loaded with pride."

The first trainer ride went better than planned,  
And the evaluators gave him a well-deserved hand.  
He handled all problems in plenty of time,  
What else would you expect from Captain McSwine.

With grease pencil blazing, heart full of desire,  
He reset every breaker, put out every fire.  
He launched all his missiles in plenty of time,  
Finished one hour early, this Captain McSwine.

He was expecting it tougher in ride number two,  
But he studied two minutes and knew he'd get through.  
He walked in the trainer with no sign of fear,  
Threw down his T.O. saying "I'll play it by ear."

The first two minutes went slow and nice,  
Launched three of his missiles, Inhibited twice.  
Ten simultaneous messages designed to make him run  
Were copied with both hands, and processed - every one.

Forty-five minutes into the ride, with one event to go,  
McSwine knew that he had it licked, and put on a little show.  
He copies ten more messages, again in groups of two,  
And called the other LCC-s and launched their missiles too.

Needless to say, he didn't win the day,  
And the Blanchard Trophy just slipped away.  
The Evaluator said, "Look here McSwine, you really missed the boat,  
You didn't heed the warning and you failed to note the note.

"You ignored the two-man policy, you compromised both locks.  
How could you think that you would win with one man in the box?  
You didn't reference checklists, in all your pompous bliss,  
And when you launch your missiles you should really wait for FLS."

So when the team got on the plane and headed back to base,  
McSwine was sitting in the back with egg upon his face.  
And when the airplane landed home, he saw a big, red sign,  
It said, "THREE CHEERS FOR ALL THE TEAM, EXCEPT FOR  
CAPT PHINEAS J. McSWINE."

**RAH RAH RAH  
YEA TEAM**



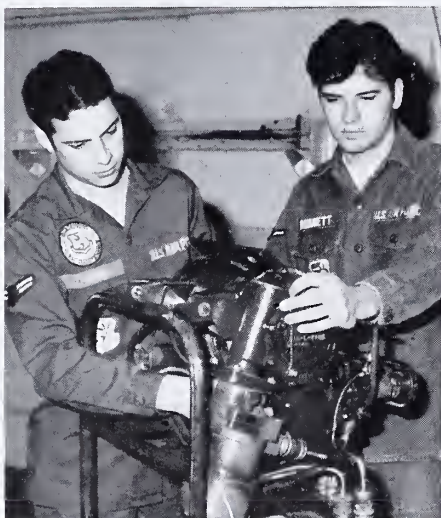
**HOORAH**

**McSwine is  
A DOLT**



**91st SMW Communications team:** A1C Keith E. Mullis, team member and A1C Rickie L. Cassell, team chief.

**Mechanical Shop team members:** A1C John R. Farrar and Airman Joel S. Burnett from the 90 SMW.



**Competitors from the 2149th Communications Squadron:** SSgt Thomas A. Scrogghem and A1C Arthur O. Smith IV.



Continued from Page 15

**For F. E. Warren AFB,** winning awards and trophies is habit forming, at least for the people of the **90th Strategic Missile Wing.** Now they are geared up for Olympic Arena and ready.

The 90th recently received high marks on the 3901st SMES inspection and has won the John R. McNeil Memorial Trophy for best missile maintenance in 15th Air Force for the past two years. The 21 members and 19 alternates of the team are concentrating all their energies toward adding the coveted Blanchard to the trophy case.

The members of each team have been dubbed "the best of the best." Each member's selection was based on duty performance, experience, and numerous tests and exercises. Team members put in extra training and study hours. They also hit the gym to prepare body as well as mind for the competition ahead. The incentive could be summed up in two words: Professionalism and challenge.

Heading this year's operations crews is Capt Michael McNiff, MCCC with 2Lt Hubert Hoover as DMCCC; and 1Lt Robert Olesky, MCCC with 1Lt Steven Darr as DMCCC. Capt. Drew Boyd, MCCC and 1Lt Jeffrey Dirksen, DMCCC, are alternates.

From Civil Engineering on the Interior Electric team are: SrA Sandy Morrison and A1C Jeffrey Ritchie. Alternates are A1C Ricci Dohman and SrA Richard Schuckbrock.

**MCCC 1Lt Robert J. Oleksy and DMCCC 1Lt Steven W. Darr review crew duties for the 90 SMW.**

From Maintenance on the Electro Mechanical team are: SSgt David Wheaton and A1C Fred Covington. Sgt William Gardner and A1C Eric Johnson are the alternates. SSgt Joseph White and Sgt Dewey Carver are the Facilities Maintenance team representatives. The alternate team members are SSgt Andrew Yoakum and A1C Gary Meisner. The Mechanical Shop Competitors are: A1C John Farrar and Amn Joel Burnett with SSgt Thomas Watson and A1C Michael Miller as alternates. The Munitions team will be Sgt Thomas Williams, SrA Robert McGrew and A1C Brian Walker. Alternates are SSgt James Thomas, A1C Michael Alvard and A1C Victor Debruyne.

The 2149th Communications Squadron "HICS" team is made up of SSgt Thomas Scrogghem and A1C Arthur Smith. Their alternates are SSgt James Craft and Amn Steven Wacker.

The Security Police are fielding a tough unit including TSgt James Presnell, SSgt Robert Kyes, SrA Dan Sparks and A1C Larry Schlamm. SSgt Larry Clarkson, A1C John Tucker, A1C Bryan Fender and A1C Sean Casey are the police alternates.

Commenting on the teams' enthusiasm, Col C. H. Greenly, 90th SMW commander, said, "We're serious about training for and representing Warren well. We're confident we've got the 'best of the best' here."





Interior electricians from the 90 SMW: A1C Jeffrey A. Ritchie and SrA Sandra K. Morrison testing a generator.

Led by the venerable **Black Hills Bandit**, who will once again forsake his lair at Saloon #10 in Deadwood, SD and his compatriots Wild Bill Hickok and Calamity Jane, the men of the 44th SMW at Ellsworth AFB are willing to take on all comers in the head to head battle for the Blanchard Trophy.

The selection process of the finest SAC has to offer was a long and grueling one. Now that teams are set there will be no letting up. This year Ellsworth's Operations Crews are supported by four dedicated and knowledgeable men. 1Lt Terrance W. Craft and 1Lt David Kopanski will comprise one team and 1Lt P. K. Simmons and 1Lt Thomas G. Herring, who will return for his 6th Olympic Arena, are the others.

Confidence is the key word for the re-entry vehicle team. All three men have stated they are ready and have the ability to take

the top spot. The team is led by a returning member from last year, Sgt Morris M. Sjoblom III, who has instilled much of the confidence in the two new members of the team, SrA Charles W. Young II and A1C Michael J. Skundberg.

The Communications Squadron is represented by two seasoned veterans. SSgt Robert N. Frappier and his team member A1C Kelly J. Degen are sure of themselves and of their ability to walk away as winners.

SSgt Douglas D. Becker will be leading a group of eager young men into competition as the flight security controller. Others rounding out this year's team are A1C Crisconi E. Davis, A1C Roger O. Bright and A1C Michael L. Yocum.

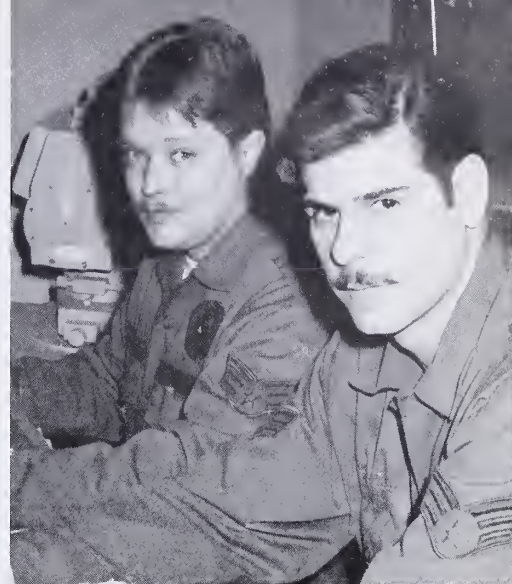
Field Maintenance Team Chief SrA Daryl K. Hodges and team member SrA Thomas H. Parker can see the light at the end of the long tunnel after months of preparation. "With the time we have put into this competition we can't afford any showing less than outstanding," Hodges stated.

Representing the Civil Engineering Squadron are two experienced men that would like nothing better than to be known throughout the land as Best in SAC. SrA Eric Q. Jones and WG-10 Duane R. Riley.

Thriving on competition is a definite asset of the EMT team comprised of TSgt Robert A. Gautreaux and SSgt James H. Stevens III. Both are highly qualified and have several years experience in the field.

Performing critical maintenance tests as part of the Mechanical Team will be two individuals new to Olympic Arena competition. SrA Mark T. Brown and A1C Thomas H. Parker are becoming a serious threat to take the honors.

During their assault on the coast the **Bandits** will project an air of confidence as each individual has locked his sights on the first place spot and the coveted Blanchard Trophy.



44th Facilities Maintenance team: SrA Anthony J. Paris and SrA Daryl K. Hodges.



44 SMW Mechanical team: SrA Mark T. Brown and A1C Thomas H. Parker.

CE team from the 44 SMW: SrA Eric Q. Jones and Duane R. Wiley.

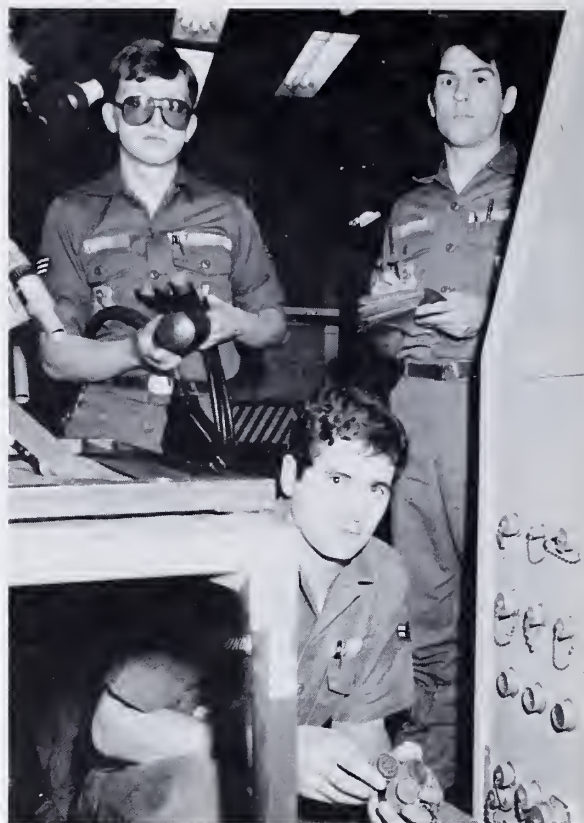


44th Operations crew: 1Lt P. K. Simmons and 1Lt Thomas G. Herring.





Practicing procedures for entry into a missile silo are Sgt Dewey E. Carver and SSgt Joseph W. White, 90th SMW Facilities Maintenance team.



RV Primary team Sgt Morris M. Sjoblom III, SrA Charles W. Young II, and A1C Michael J. Skundberg from the 44th SMW.

# OLYMPIC ARENA '80 PHOTO VIEW

91st SMW Munitions team: A1C John D. Clark, Jr., team member, Sgt John C. Matthews, team chief, and A1C Clark R. Carvalho, team member.



A1C David N. Nelson and SSgt James S. Aldrich, members of the EMT team for the 321st SMW.

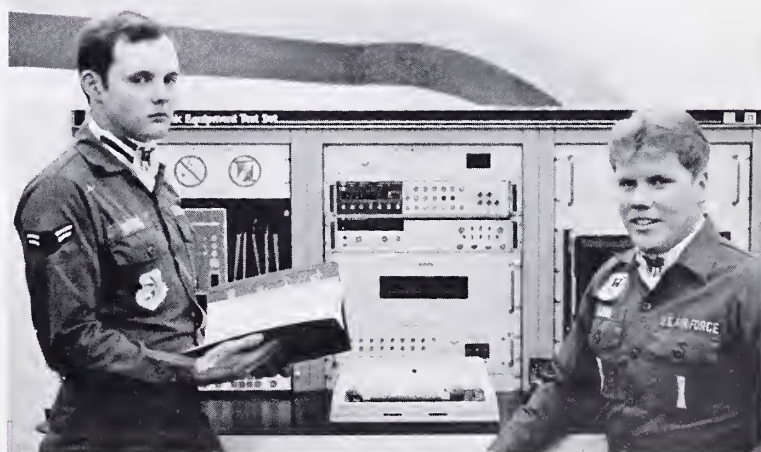




**A1C Richard Belcastro and SrA Darrell Johnson, 341 SMW, assemble a cable junction splice case used in splicing a four-port section of hardened cable.**



**390th SMW Civil Engineering team: SSgt Pedro Gomez, team chief, and SSgt Michael P. Homiszczak, team member.**



**381 SMW Electronics Lab team: A1C Calvin T. Young, and SrA Bruce A. Lamb, team chief.**



**308th Propulsion team: A1C Gilberto J. Villanueva and A1C Clinton F. Anzalone.**

**From the 351 SMW: Competing in the Munitions Maintenance area are SrA John Wendtland, A1C Donald Hepworth, and SSgt Lawrence Province.**



# BIG INSTRUMENT

## WIND SHEAR: PART 2

# How Aircraft React to a Shear

Captain Tome Walters  
1CEVG, Instrument Division  
Barksdale AFB, Louisiana

**I**n Part One of this series on wind shear, we briefly covered some weather conditions that cause wind shear. This month we'll look at what happens to an aircraft when it crosses a shear line.

When we say "cross a shear line," we mean a shear that's parallel to the ground. The updrafts and downdrafts beneath a thunderstorm produce vertical shears that have obvious effects on an aircraft: up and down! Since you don't takeoff or land beneath thunderstorms, you don't need an analysis of vertical shears. The shear you're likely to encounter is a horizontal shear. Its effect on an aircraft may not be so obvious to you.

For pilot purposes, there are only two types of shear: an increasing headwind and a decreasing headwind. That is a very important point. It's the first step in knocking wind shear down to a manageable size. You have undoubtedly read articles on wind shear that talked about headwind to tailwind, tailwind to headwind, etc. It's very confusing to keep all the possible combinations straight, and there is no need to try. First, we usually land into the wind. Second, all cases fit into one of two categories: an increasing or decreasing headwind.

For pilot purposes, a sudden change in the headwind on final means a sudden change in indicated airspeed. Let's take two examples and

see what would happen if the headwind suddenly increased or decreased 20 knots.

**INCREASING HEADWIND** — In our first example, Figure 1, a B-52 is flying a final approach at 140 knots. The aircraft crosses a shear and the headwind increases 20 knots. What would happen to your nicely trimmed aircraft? The answer is easy: the nose would pitch up, vertical velocity would shallow out, and you would go above the glide slope.

**DECREASING HEADWIND** — In our second example, Figure 2, a KC-135 is on final at 140 knots. It crosses a shear and the headwind decreases 20 knots. What would happen? Well, the indicated airspeed would drop 20 knots. With a sudden loss of airspeed, the nose would pitch down, the VVI would increase, and the aircraft would go below the glide slope.

What caused each aircraft to react the way it did? The answer is that a sudden change in the wind over an airfoil (your wings) caused a sudden change in lift. An increase in the headwind caused an increase in lift, and vice versa. But aircraft are designed to be stable. An aircraft trimmed for 140 knots that experiences change in airspeed will seek 140 knots. I.E. An aircraft trimmed for 140 knots that is suddenly indicating 160 knots will pitch up to seek 140 knots. An aircraft trimmed for 140 knots that now indicates 120 knots will pitch down to seek 140 knots.

FIGURE 1

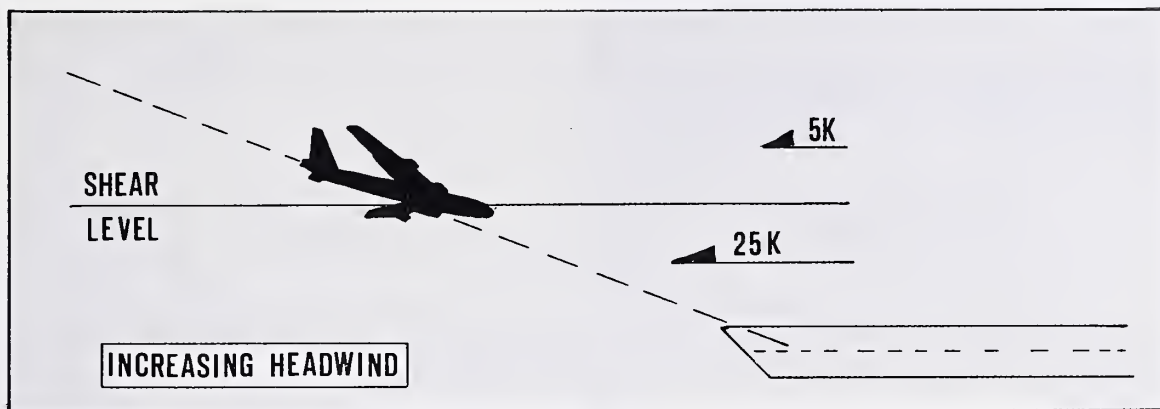
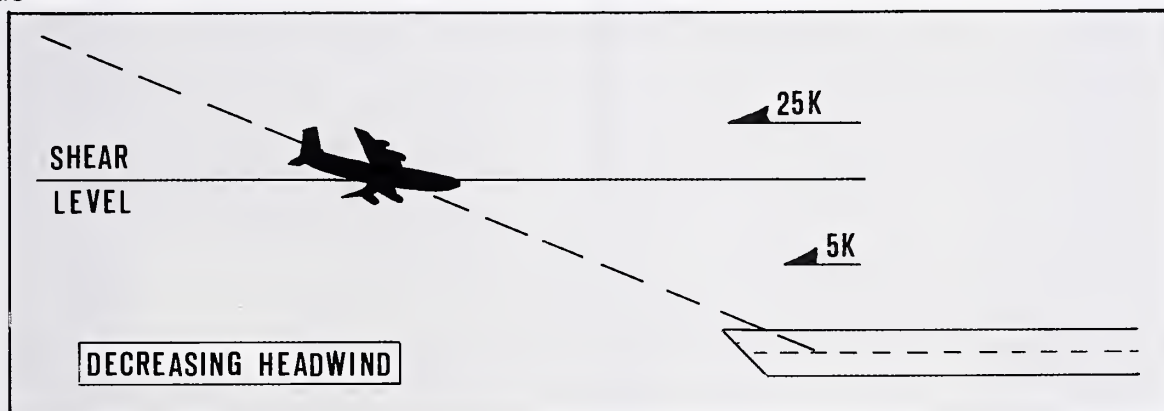


FIGURE 2



At this point, we hope wind shear has lost any of the mystery it may have held for you. Early in pilot training, your instructor explained that airspeed, pitch, and trim are tied together. A change in one requires a change in one of the other two. That's straight from Airmanship 101. How does an aircraft react when it crosses a shear? Exactly the way it's supposed to.

Since we're trying to relate wind shear to what you already know, it's interesting to note that SAC pilots have been compensating for one type of a decreasing headwind on final for years — gust. Why add the gust value to an indicated airspeed? To compensate for the loss of lift that would occur if the gust suddenly stops. You guarantee yourself enough airspeed (above stall) to fly through the problem.

An article in *Combat Crew* last July put forward some interesting ideas about wind shear. It stated wind shear applied a torque on an aircraft that caused it to pitch up or down. Unfortunately, the article got the ups and the downs just backward. While torque is certainly a valid principal from mechanics, it is the wrong explanation of how an aircraft reacts to a shear. An aircraft flies according to certain aerodynamic principles. There's no need to

muddy the waters with torque. Airspeed, pitch, and trim put the problem back in pilot's language.

You may have noticed that the only point we've covered about wind shear so far is how the aircraft reacts when it first encounters the shear. We have not discussed pilot reaction, what the aircraft does later, or many other points. All of that comes later. Our purpose in this article is to firmly fix in your mind just how an aircraft reacts to an increasing or decreasing headwind. When you understand that, everything else will fall in line. The next two articles build and expand on that point.

Consider a simple set of associations about wind shear that we'll leave for you to ponder:

Increasing Headwind causes

- Increase in airspeed
- Increase in pitch (pitch up)
- Increase above the glide slope (high)

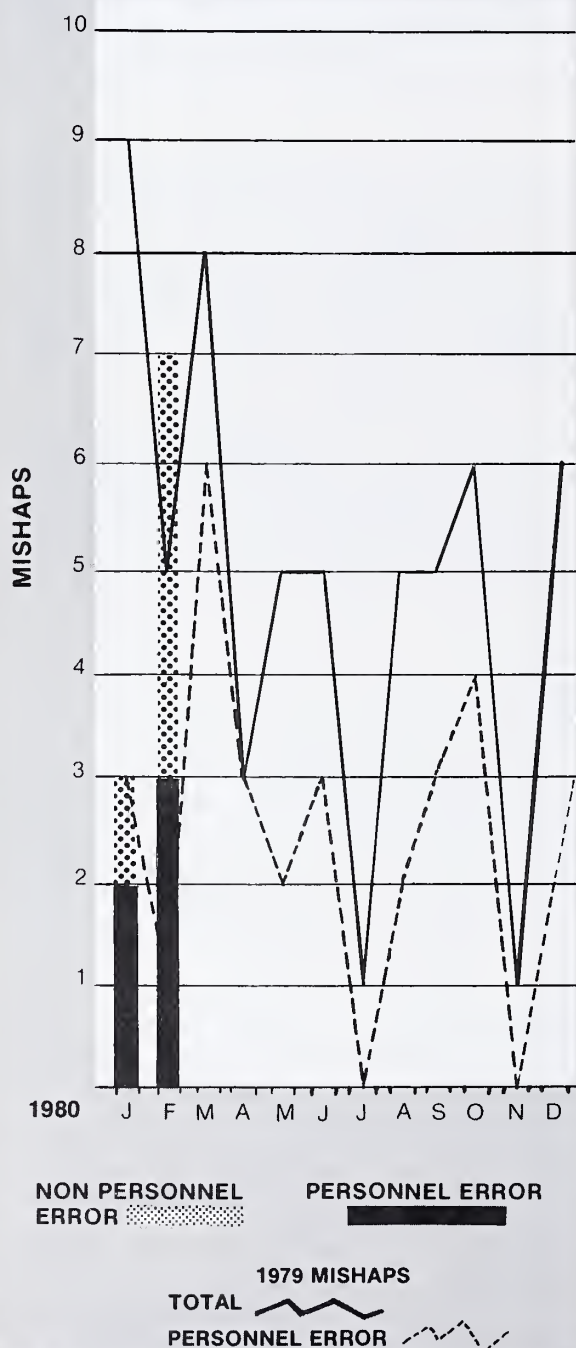
Decreasing Headwind causes

- Decrease in airspeed
- Decrease in pitch (pitch down)
- Decrease below the glide slope (low)

Next month, we'll look at the two cases — increasing and decreasing headwind — from start to finish.

# Missile Mishap Report

DOD CLASS A, B and C



**CLASS A Missile Mishap.** A missile maintenance team member was performing a serial number inventory of the explosives bolts installed on the articulating arms. Due to a partially obliterated serial number, it was necessary to remove the explosive bolt. The team member failed to install the lockout spacer block prior to removal of the bolt. This allowed the articulating arm to release while the team member was positioned between the arm and the launch tube wall. The tension on the arm pinned the individual against the launch tube wall resulting in death.

**Brine Chiller Water Pump Damage.** The RC-2 freon compressor failed resulting in a loss of environmental control. The intake and exhaust fans were left running which allowed the launch control equipment building temperature to fall below freezing. These temperatures allowed the diesel and brine chiller to freeze damaging the brine chiller water pump, Y strainer, miscellaneous pipe fittings, diesel engine frost plug and diesel water inlet housing. Findings are under investigation.

**Diesel Tractor Damage.** A Missile maintenance team positioned the reentry vehicle van over the launcher closure door. After the van was positioned, the tractor was disconnected in order to stabilize the van. Tractor was chocked, engine left running and airbrakes were not set since the outside temperature was below freezing. Approximately 20 minutes later, the tractor began to slide forward, jumped the chocks, rolled downhill over the edge of the apron and went through the LF security fence. Damage consisted of broken right windshield, turn signal assemblies and right headlight. Also, there was a large scrape on the tractor body, tire wall damage and 42 feet of the 8-foot high security fence was damaged. Findings are under investigation.



# 1980 Flying Safety Rate

## SAC CLASS A MISHAP RATE (PER 100,000 FLYING HRS)

1979 RATE

3.33 1.72 1.11 1.65 1.30 1.09 0.94 1.22 1.84 1.65 1.50 1.41

4

3

2

1

0

27.3 55.4

CUMULATIVE FLYING TIME (1,000 HRS)

| MISHAPS | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1979    | 1   | 0   | 0   | 1   | 0   | 0   | 0   | 1   | 2   | 0   | 0   | 0   |
| 1980    | 0   | 0   | 0   |     |     |     |     |     |     |     |     |     |

## 1980 SUBORDINATE CMD RATES

10

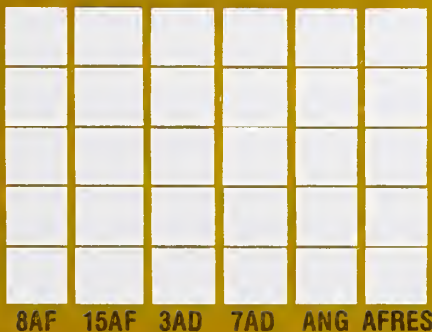
8

6

4

2

0



8AF 15AF 3AD 7AD ANG AFRES

SAC GAINED

LEGEND = 1979 RATE (SAC)

+ = ANG

\* = AFRES

## MISHAP STATUS

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# R&D CORNER

## **Companion Trainer Aircraft**

Capt Gene L. Harbula  
HQ SAC/XPHD

**H**igh training costs in our UE aircraft and continued or increasing pressure to reduce fuel consumption appear to be a fact of life." These were the words of Brigadier General Dennis B. Sullivan, 12 Air Division Commander, Dyess AFB TX, in a letter to HQ SAC, expressing his concern over the cost and availability of fuel. He further stated that, "the use of advanced simulators can, to a degree, compensate for some training deficiencies. These simulators are excellent training devices, but they are not a substitute for flight experience."

Continually increasing fuel costs, coupled with uncertain availability in the future, require that DOD explore a broad spectrum of conservation possibilities. One area in particular which receives constant scrutiny is the military flying mission. Flying training managers are charged with the responsibility of maintaining B-52 crew combat readiness and providing meaningful flying experience in the most effective manner. To this end, they focus their skills on training syllabus development. In response to conservation pressures, the training managers can shorten missions, or they can cut out

"dead head" time and plan "event oriented" sortie profiles. Over the years, these and other conservation techniques have evolved. However, further pressures to reduce flying time are on the horizon, and our ability to maintain combat readiness could be in jeopardy.

SAC is meeting the challenge of blending combat readiness with conservation head-on through its proposal for a Companion Trainer Aircraft (CTA) program. Our Accelerated Copilot Enrichment (ACE) experience has been excellent. The young copilot crew force has benefited from the increased "air environment" exposure. ACE rapidly builds time and experience at a very low cost. Despite these benefits, there are some shortfalls. Very little "primary mission" training can be accomplished (B-52/KC-135 related), and only copilots participate, not the entire crew. The CTA concept will take the primary B-52 mission and break it down into the basic elements of training necessary for combat readiness, i.e., low level navigation, low level bombing procedures, etc. All crew members, except the gunner, will participate.

CTA is essentially a low cost, "off-the-shelf"

business jet aircraft, minimally modified with avionics equipment to provide transferable training. In addition, by substituting CTA flying time (at an operating cost of about \$350/hour for fuel) for B-52 flying time (at a cost of \$4680 an hour for JP-4 fuel), fuel and dollar savings accumulate rapidly. B-52 aircraft consume approximately 527 million gallons of fuel annually at a cost of some 616 million dollars. A 25 percent reduction in B-52 time, supplemented with a CTA, would result in 106 million dollars annual savings for fuel alone — and the crews would still be trained to a combat ready peak!

SAC has examined many commercial business jets to include the Saber 65, Lear 35, Citation II, Westwind I, Beech Kingair, and Falcon 10 series aircraft. Costs range from \$1.6 million per copy to slightly over \$4 million.

When the CTA program was launched into the conceptual phase in March 1979, USAF JP-4 prices were running 44 cents per gallon. In nine short months, that price per gallon has risen to 55 cents, and due to domestic decontrol of oil prices, the cost increased to \$1.17 on 1 February 1980. This factor alone mandates serious consideration of the CTA concept. The potential benefits of a CTA are innovative and responsive to our concerns over the worldwide energy problem.

The inclusion of suitable radar and navigation suites, along with a "closed loop" ECM station, can provide meaningful training for those operators, as well as tying in important aspects of crew coordination. The addition of variable stability could increase the realism of training for the pilots by altering the control feel of the CTA to respond like a B-52. This technique has been used to train space shuttle pilots in commercial business jets with positive results.

The Command plans a test program which will identify positive training transfers and flying hour trades between the B-52 and CTA. The schedule calls for the test to begin in January of 1981, with the first operational wing to be established one year later.

During the test period, the training syllabus will examine various combinations of B-52/CTA flying hour trade ratios. The net result will be more overall flying training sorties designed to be more event-intensive. CTA flight planning will require the crew only to file the "canned" mission. The schedule is ambitious, but the need to remain combat ready is clear, and the resultant savings are substantial. With the right CTA package, we can be combat ready and save a significant amount of our nation's fuel resources while providing an increase in total flying time.

The 379th Bombardment Group (H) of WW II's 8th Air Force will have a reunion in Dayton, Ohio July 21, 22 & 23, 1980. Veterans of this organization are requested to write to Frank L. Betz, Pres., 732 Emerald Drive, Lancaster, PA 17603 for details.

## DEBRIEF

SAC is reaping the benefits from a strategic and tactical sciences program that leads to a master of science degree in operations research, according to Maj Gen Christopher S. Adams, Jr, HQ SAC deputy chief of staff, operations plans.

Gen Adams, SAC central point of contact for the program, reported that this degree is awarded after 18 months of intensive study by selected captains and majors at AFIT Department of Systems Management, School of Engineering at Wright-Patterson AFB.

Since graduation of the program's first class in March 1979, seven of the 15 students have been assigned to either HQ SAC or the JSTPS, Offutt AFB. "SAC is the number one user of graduates because of our strategic mission and planning requirements," reported Capt Mike Payne, SAC's project officer.

The program provides the Air Force with captains and majors trained in technical and analytical techniques specifically related to operational missions. It is designed to educate the officers in strategic and tactical planning and prepares them for assignments involving the selection, planning, development and use of conventional and nuclear weapon systems.

Within SAC and the JSTPS, there are 16 areas to which the graduates may currently be assigned, including data systems, plans, operations plans, intelligence, and space surveillance and missile warning systems.

Each year, 15-20 students enter the program. Following graduation, they are assigned to specifically designated jobs, approved by the Air Staff, at major air command or higher headquarters units.

Those interested in entering the strategic and tactical sciences program should contact their local education office.

# PROFESSIONAL PERFORMERS

## MAINTENANCE MAN

A1C Gregory F. Breneman, 96 AMS, Dyess AFB, is SAC Maintenance Airman of the Month. Airman Breneman, a bomb-navigation systems mechanic, earned this award for his outstanding technical competence as evidenced through sustained superior performance, and proved his mechanical ability by becoming proficient on terrain avoidance alignments. He is a dedicated airman and a valuable asset to the SAC maintenance function and the United States Air Force.



## SAFETY AIRMAN

SrA Martin Radosevic, 416th Bomb Wing, has demonstrated ability to operate effectively and efficiently without supervision. He is a dedicated safety specialist with exceptional motivation and well deserves to be SAC Safety Airman of the Month.

## FLYING CREW



42 BMW, Loring AFB Crew: Maj Harry L. Brodock, pilot; Capt Clarence J. Fennell, copilot; Capt Thomas C. Blow, II, navigator; and A1C Walter D. Pitts, boom operator.

On a night refueling mission as part of the European Tanker Task Force, KC-135 Crew E-163 was descending to land at RAF Mildenhall, when they heard a transmission on guard concerning an aircraft with a landing gear emergency. As the emergency aircraft, an F-111, was landing, it experienced a wheel separation. The F-111 crew heard a mild thump and the aircraft started to settle to the left. The F-111 aircraft commander initiated a go-around. The RSO saw a mild explosion and sparks from the main gear area. Maj Brodock and his crew were asked to attempt an immediate refueling with the F-111 to provide time to foam the runway prior to its landing. Descent was continued to 4000 feet and the rendezvous accomplished. Weather was one quarter mile visibility in rain and snow showers with light to moderate turbulence. Circumstances of the situation necessitated refueling almost 90 KIAS below normal refueling speed and 20,000 feet below normal refueling altitude. The adverse conditions for air refueling coupled with the turbulence caused several abrupt disconnects, but enough fuel was passed to keep the fighter airborne until all emergency preparations on the ground could be completed. The F-111 then made a safe landing in the foam. The abrupt disconnects had produced a severe fuel leak in the KC-135's boom pod area and a trapped fuel CG of 32%. To remain airborne would have made the CG move further aft creating an extremely hazardous condition so the aircraft commander made an emergency PAR approach. The weather was 300 feet overcast with a direct crosswind gusting to 22 knots and a wet runway. The crew's outstanding airmanship and aircraft knowledge resulted in a safe recovery of both aircraft and averted a flame-out and bailout situation for the crew of the F-111.



## TITAN CREW

TITAN Crew R-031, 390th SMW, Davis-Monthan AFB, includes: MCCC 1Lt Robert M. Corrie, DMCCC 2Lt Edward L. Wright, MSAT SrA Paul M. Wolboldt, MFT A1C Nicholas F. Porcaro.

During a routine diesel inspection, power was transferred from standby to normal from the 480-volt switchgear by maintenance personnel

in the silo. When the control center lights failed to come on, the MSAT and MFT entered trouble analysis. While on level 3 of the control center, smoke was observed coming from the top of MCC-2. The crew started the fire manual checklist and requested the team in the silo to turn off the MCC-2 feeder breaker on MCC-1 and evacuate topside. The MSAT and MFT then proceeded back to MCC-2 wearing chemox breathing apparatus to investigate the source of the smoke. Failing to find the source by opening all the front panels on MCC-2, they opened the back panels where a communications transformer was discovered smoldering. The fire was promptly extinguished and the Missile Potential Hazard Team was notified of the situation and maintenance was dispatched. The loss of communications was reported to the consolidated command post and the alternate command post. A relay of EWO communications was requested, and site security insured through the dispatch of security police personnel. The expedient and proper manner in which Crew R-031 implemented corrective checklists prevented the fire from damaging other electrical components critical to maintaining the sortie on alert status. Their professionalism and leadership warrant selection as SAC Crew of the Month.

## MINUTEMAN CREW

Crew R-044, 321 SMW, Grand Forks, includes: MCCC Capt Stephen C. Pierce and DMCCC 2Lt Richard K. Crawford.

While on alert in Bravo Flight, Crew R-044 was monitoring a routine missile recycle. Site penetration, removal of the reentry system, guidance set and propulsion system rocket engine were completed uneventfully. The missile was hoisted into the upright TE position over the open launcher and secured. The crew was first alerted to a problem when the maintenance team attempted to lower the TE to its trailer bed and the attempt failed. They immediately put the maintenance team in contact with missile job control. Over the next several hours, repeated attempts to lower the TE failed. Also, during that time, the crew advised the teams of an approaching weather front. As the front approached, strong gusty winds began rocking the raised and loaded TE back and forth on its pylons and footpads. The missile could not be lowered back into the launcher because TE oscillations in the wind made missile alignment with the launch tube impossible to maintain.

On his own initiative, Capt Pierce directed the on-site team chief to have all available vehicles backed up against the TE trailer bed to help

stabilize its oscillations and reduce the possibility that the TE would break loose from the trailer and topple over, the results of which would have been catastrophic. Further, he requested that additional maintenance personnel be diverted to assist in lowering the TE. When the diverted maintenance teams arrived, the crew, trying to prevent a potential disaster, immediately processed the teams on site. In a combined effort, on-site maintenance personnel worked feverishly to free the frozen TE. Capt Pierce and Lt Crawford maintained open communications to the support base, monitored progress and coordinated status with senior staff agencies. They well deserve selection as crew of the month.



# HALL OF FAME

## TACTICAL FLYING

|                                             |          |
|---------------------------------------------|----------|
| OVER TWENTY-FOUR YEARS                      |          |
| 170 AREFG, McGuire (NJANG) .....            | None     |
| OVER TWENTY-TWO YEARS                       |          |
| 171 AREFW, Greater Pittsburgh (PAANG) ..... | Mar '58  |
| OVER TWENTY-ONE YEARS                       |          |
| 157 AREFG, Pease (NHANG) .....              | June '58 |
| 97 BMW, Blytheville .....                   | Aug '58  |
| OVER TWENTY YEARS                           |          |
| 940 AREFG, Mather (USAFR) .....             | May '59  |
| 307 AREFG, Travis .....                     | Sep '59  |
| OVER NINETEEN YEARS                         |          |
| 151 AREFG, Salt Lake City (UTANG) .....     | Feb '61  |
| OVER EIGHTEEN YEARS                         |          |
| 161 AREFG, Sky Harbor (AZANG) .....         | Apr '61  |
| 126 AREFW, Chicago O'Hare (ILANG) .....     | Apr '61  |
| 134 AREFG, McGhee Tyson (TNANG) .....       | Aug '61  |
| 11 SG, Fairford .....                       | Feb '62  |
| OVER SEVENTEEN YEARS                        |          |
| 340 AREFG, Altus .....                      | Jun '62  |
| 96 BMW, Dyess .....                         | Aug '62  |
| OVER SIXTEEN YEARS                          |          |
| 19 BMW, Robins .....                        | Aug '63  |
| OVER FIFTEEN YEARS                          |          |
| 160 AREFG, Rickenbacker (OHANG) .....       | Dec '64  |
| OVER FOURTEEN YEARS                         |          |
| 320 BMW, Mather .....                       | Jul '65  |
| OVER THIRTEEN YEARS                         |          |
| 452 AREFW, March (USAFR) .....              | Sep '66  |
| 92 BMW, Fairchild .....                     | Feb '67  |
| OVER TWELVE YEARS                           |          |
| 55 SRW, Offutt .....                        | Jul '67  |
| 2 BMW, Barksdale .....                      | Aug '67  |
| OVER ELEVEN YEARS                           |          |
| 5 BMW, Minot .....                          | Feb '69  |
| OVER TEN YEARS                              |          |
| 42 BMW, Loring .....                        | Sep '69  |
| 141 AREFW, Fairchild (WAANG) .....          | Oct '69  |
| OVER NINE YEARS                             |          |
| 28 BMW, Ellsworth .....                     | May '70  |
| OVER EIGHT YEARS                            |          |
| 7 BMW, Carswell .....                       | Mar '72  |
| 101 AREFW, Bangor (MEANG) .....             | Mar '72  |
| OVER SEVEN YEARS                            |          |
| 306 SW, Mildenhall .....                    | Apr '72  |
| 416 BMW, Griffiss .....                     | May '72  |
| 305 AREFW, Grissom .....                    | Aug '72  |
| OVER SIX YEARS                              |          |
| 379 BMW, Wurtsmith .....                    | Apr '73  |
| 931 AREFG, Grissom (USAFR) .....            | Feb '74  |
| 384 AREFW, McConnell .....                  | Mar '74  |
| OVER FIVE YEARS                             |          |
| 189 AREFG, Little Rock (ARANG) .....        | May '74  |
| 43 SW, Andersen .....                       | Dec '74  |
| OVER FOUR YEARS                             |          |
| 68 BMW, Seymour Johnson .....               | Sep '75  |
| 6 SW, Eielson .....                         | Dec '75  |

## ICBM

|                              |         |
|------------------------------|---------|
| OVER FIFTEEN YEARS           |         |
| 1 STRAD, Vandenberg .....    | Sep '64 |
| OVER FOURTEEN YEARS          |         |
| 308 SMW, Little Rock .....   | Aug '65 |
| OVER NINE YEARS              |         |
| 341 SMW, Maimstrom .....     | Apr '70 |
| OVER SIX YEARS               |         |
| 390 SMW, Davis-Monthan ..... | Jul '73 |
| OVER FIVE YEARS              |         |
| 351 SMW, Whiteman .....      | Oct '74 |
| 91 SMW, Minot .....          | Nov '74 |
| OVER FOUR YEARS              |         |
| 321 SMW, Grand Forks .....   | Feb '76 |

To gain listing in the Hall of Fame, a SAC or ARF unit must be Class A mishap-free for 48 months.



# SAC SAFETY SCREEN

**68 BMW, Seymour Johnson Crew E-16:** P Capt Kenneth Sprague, CP Capt William R. Prater, RN Capt Gregory W. Schreurs, N 1Lt Carr S. Cranmer, EW Capt Wayne R. Shimet, AG SSgt Clarence L. Fowler

**68 BMW, Seymour Johnson Crew S-111:** IP Capt Danny R. Smith, CP Capt Richard S. Thumser, IN Capt James R. Holaday, IBO SSgt Claude F. Arden

**379 BMW, Wurtsmith Crew R-34:** P Capt James A McClure, CP 1Lt George K. Mandis, RN Capt Gregory K. Melton, N Capt Thomas Heffernan, EW 1Lt Timothy I. Q. Wong, G AIC Robert Horton

**379 BMW, Wurtsmith Crew R-132:** P Capt Clifford M. Wippel, CP 1Lt Thomas L. Lange, N Capt Robert R. Strock, BO AIC Benndrick Watson

**19 BMW, Robins Crew E-22:** FP Capt Lynn M. Lewis, Jr, CP Capt Robert J. Elder, RN Capt Robert G Blum, N Capt Neal B. Lewis, EW 1Lt George W. Steele, Jr, G SSgt John C. Avery

**19 BMW, Robins Crew E-108:** FP Capt Phil Moody, CP Capt Mike Punziano, N Capt Tom Veltri, BO MSgt Eugene Harris

**97 BMW, Blytheville Crew E-19:** P Capt David A. Brown, Jr, CP Capt David A. Ochsner, CP 1Lt Robert D. Perry, RN Maj Leonard A. Netzer, Jr, NN 1Lt Doyle K. Freeman, EW 1Lt Robert T. Kadechka, AG AIC Stephen S. Wingate

**97 BMW, Blytheville Crew E-121:** P Capt Thor V. Gunnarsson, CP 1Lt Richard B. Mintz, NN Capt Mark J. May, BO SSgt Michael G. Smith

**319 BMW, Grand Forks Crew E-110:** P Capt Robert W. Wheeler, CP 1Lt John H. Seader, N Capt William B. Matta, BO Sgt Steven J. Olson

**96 BMW, Dyess Crew R-06:** P Capt Ray A. Scott, CP 1Lt David J. Eichhorn, RN Capt Floyd W. Emberton, N 1Lt John T. Peddy, EW Capt Lee E. Winegar, AG AIC Gary L. Weber

**93 BMW, Castle Instructor Team 33:** IP Capt Gary J. Elfert, IN Capt Stephen B. Cheavens, IEW Maj Norman E. Merrill, IG SSgt Ray T. Zamora

**55 SRW, Offutt Crew S-108:** IP Maj Alvin M. Sanborn, CP Capt Willy H. Drow, N Maj Chester C. Smith, Jr, IBO TSgt Alberto Ruiz

**28 BMW, Ellsworth Crew E-108:** P Capt Lee Perkins, CP Capt William J. Locken, N Capt John T. Swift, Jr, BO AIC Allen E. Lacey

**28 BMW, Ellsworth Crew E-107P:** P Capt Kenneth D. Lorenz, CP Capt Stephen L. Nichols, IN Capt Daniel B. Oedekoven, BO SSgt John R. Hackworth

**44 SMW, Ellsworth Crew R-053:** MCCC Capt William E. Cowan, DMCCC 2Lt Adrian C. Vroegindewey

**90 SMW, Minot Crew R-167:** MCCC 1Lt Brian E. Dieffenbach, DMCCC 2Lt Bruce I. Silverstein

**308 SMW, Little Rock Crew R-134:** MCCC Capt Kenneth L. Garrett, DMCCC 1Lt Steven G. Payne, MSAT SrA Kevin C. Bendle, MFT Sgt Roger L. Dail

**341 SMW, Malmstrom Crew R-110:** MCCC 1Lt Rosser J. Baldwin, Jr, DMCCC 2Lt John R. Bauerle

**351 SMW, Whiteman Crew S-201:** MCCC Capt Dennis G. Putman, DMCCC 1Lt Richard D. Tinkler

The SAC Safety Screen is an honor roll of SAC's most professional crews. To gain listing on the Screen, crew members must be nominated by their unit commanders and meet high selection criteria of experience in their aircraft or missile system  
*IAW AFR 127-2/SS1.*



### BLANCHARD TROPHY WINNERS

1967 351 SMW, WHITEMAN AFB  
1969 321 SMW, GRAND FORKS AFB  
1970 44 SMW, ELLSWORTH AFB  
1971 351 SMW, WHITEMAN AFB  
1972 381 SMW, McCONNELL AFB  
1973 90 SMW, F. E. WARREN AFB  
1974 321 SMW, GRAND FORKS AFB  
1975 381 SMW, McCONNELL AFB  
1976 341 SMW, MALMSTROM AFB  
1977 351 SMW, WHITEMAN AFB  
1978 91 SMW, MINOT AFB  
1979 390 SMW, DAVIS MONTHAN AFB

